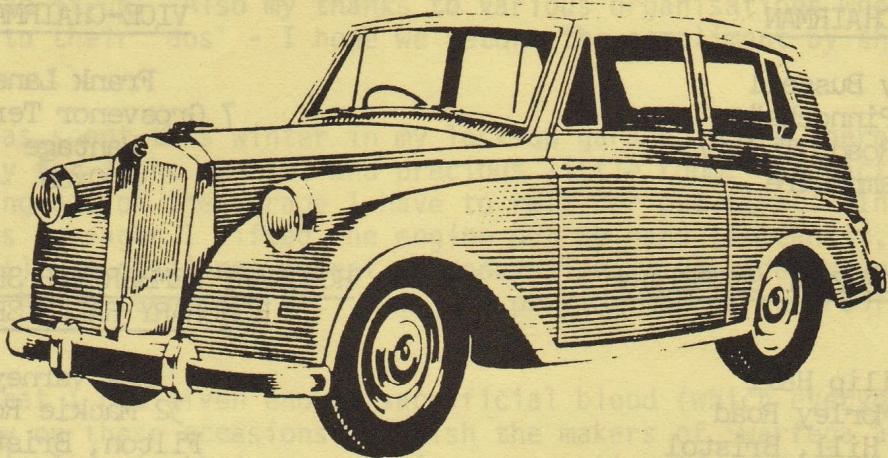


TRIUMPH MAYFLOWER CLUB

111 waterspouts or those of you that have not seen it. Derek is the chap



Flower Power

Power

SPRING

1981

ISSUE N^o 24

SPRING 1981

CLUB OFFICIALS

CHAIRMAN

Roy Bussell
"Pinnocks"
New Road, Tadley
Hampshire

VICE-CHAIRMAN

Frank Lane
7 Grosvenor Terrace
Wantage
Oxon

HONORARY GENERAL SECRETARY

Philip Hall
75 Morley Road
Staple Hill, Bristol
Avon BS16 4QY

HONORARY MEMBERSHIP SECRETARY AND
HONORARY RALLY SECRETARY

Reg Varney
32 Mackie Road
Filton, Bristol
Avon

HONORARY TREASURER

Peter Burdge
Weeping Ash Farm
Yatton, Somerset

HONORARY NEW SPARES SECRETARY

Terry Mills
33 Woodside Road
Kingswood, Bristol

HONORARY SECONDHAND SPARES SECRETARY

Frank Lane
7 Grosvenor Terrace
Wantage
Oxon

HONORARY ARCHIVIST

Position vacant

ORDINARY MEMBER NUMBER 1

Malcolm Bath
1 Royston Avenue
Chingford, London E4

ORDINARY MEMBER NUMBER 2

Derek Goodyear
5 East Park Drive
Eastville, Bristol 5

FLOWER POWER EDITOR

Gus Deegan
36 Stephens Road
Tadley, Hampshire

EDITORS'S PIECE

Firstly, sorry Derek for leaving you out of the Club Official's List last month but all I had to go on was last summer's issue in which you were also left out! For those of you that don't know it, Derek is the chap who gets this Magazine printed for us as one of his jobs as "Ordinary Member".

Many thanks to those of you who have written in and helped to thicken the FP. Keep it up! Also my thanks to various organisations who have invited us to their 'dos' - I hope we return the compliment by showing the flag!

My Flower has spent this winter in my lock-up garage, where there is no power supply for light or heat and precious little room. In fact if I want anything out of the garage I have to roll her out first! In the Autumn I was so eager I lifted the engine out by hand (I mean it, by hand. Fool!). I shall not repeat the operation, I've made arrangements to borrow a hoist to return it. I'm just praying the garage roof can take it!

I thought that I had given enough sacrificial blood (which everyone knows is mandatory on these occasions. I wish the makers of Swarfega and the like would include in their preparation some antiseptic and something to stop the 'MY GOD! IT STINGS!!' feeling everytime you finish and wash your hands). Anyway I hadn't, for having previously arranged for a rebore and lugging the block to a local engineering works I arrived to find that the factory which three days previously had been bristling with busy machinery was empty! I was informed the firm had been 'bought out'. So back with the block. Then I found that the one size of bearing shells I required was not available.

And so the cold set in, both in my garage and in my enthusiasm, and now I await the lighter evenings and warmer days so that I can make a start on my 'girl'. I'm hoping to be able to see some of you at the rallies later this year, of course there's always "Murphy's Law".

Would Harry Fenton who telephoned me please contact me again as I have misplaced your number.

Please note that the deadline for material for the FP is 21st May 1981.

Gus Deegan

CHAIRMAN'S LETTER

'Pinnocks'
February 1981

Dear Member

As our new Editor's deadline for copy approaches I once again compose myself in order to compose yet another Chairman's letter. This time I really do not have much to say so I will be brief (for a change).

So what's new? Very little as far as I can see. BL seem to continue to totter from crisis to crisis - perhaps they should go back to making real cars with that £900,000,000 that the Government (or rather, we) are handing over ..., or perhaps they ought to drop everything else and give it all to the Triumph people. Did you see how most of the BL range trailed the field in the "That's Life" review of reliability over the first 2 years of life? Not very encouraging.

The news that Datsun want to build their cars in the UK was a bit startling, I thought. It is all very well to say that this will provide 'x' thousand jobs but is it the thin edge of the wedge? Will short term expediency prove to be unwise in the long run? I suppose it is all quite logical but good old British pride takes yet another swipe in the process. But pride doesn't fill wage packets ... and so on. Let us not get involved in politics! Even so, to those of my generation the entry of the Rising Sun takes some swallowing (shades of Ernest Tatlock!).

However to Mayflowers and the Club and the coming year. The new Committee (which looks surprisingly like the old one except for two new faces) spent a pleasant afternoon last month on your behalf deliberating on what we should be doing. It is to be hoped that some of the results of our labours begin to emblazon the following pages. Terry Mills and Frank Lane are getting organised on new and secondhand spares respectively, and Reg is as usual putting together a programme of events. Anyone who wants to run a meeting or event of any kind would be welcome.

Having said that little lot I think it only remains to wish you Happy Motoring in 1981.

All the best.

Roy Bussell

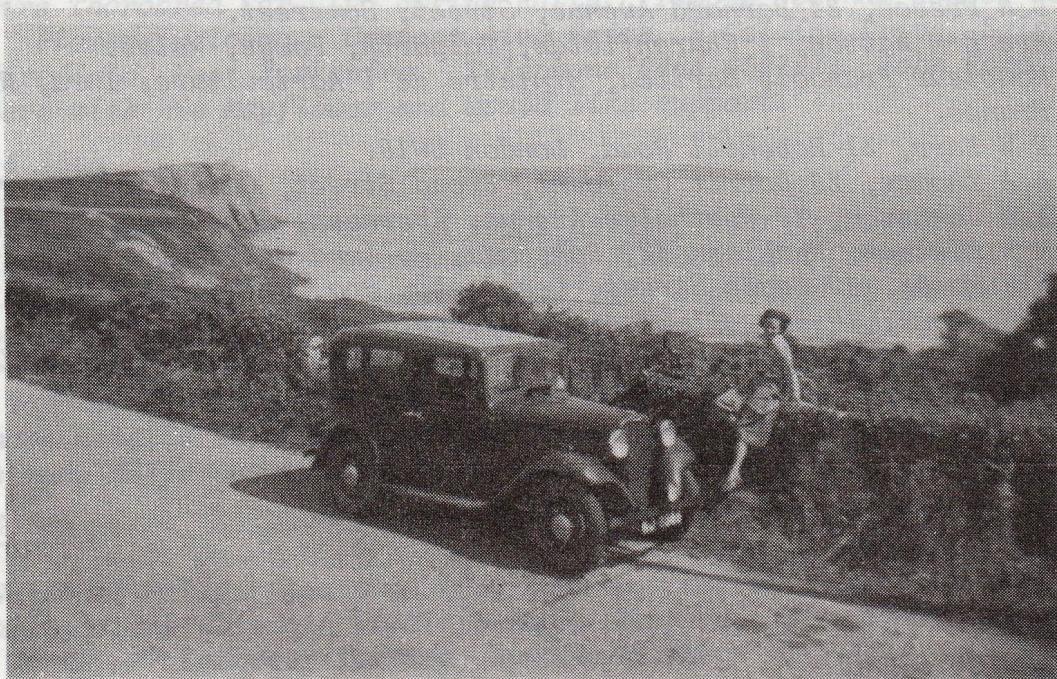
PS: Since writing the foregoing it looks like goodbye to Linwood and the last of the connections with Hillman and Sunbeam. My second car, back in 1954, was one of the early Hillman Minx models, 1933 I think it was. We called him George and had many a happy mile in him. He had proper front wings which were just right for packing the tent on one side and the flysheet on the other, and four doors for easy packing of the enormous rear. He didn't have a boot, only a fold-up luggage rack stuck on his neatly rounded rear-end. If I can find one of our old photos ... Oh well, another era gone ...

May 2nd & 3rd

Best of England Motor Show. We are invited to enter our cars in this show

"George" in 1954 (see Chairman's letter), a 1933 Hillman Minx. George has long since gone to that rally in the sky but Chairman says the other model in the picture is still with him, namely his wife Rayleen.

The seascape is somewhere along the South Wales Coast.



(No need to worry Roy! Once the British workers start to build Datsuns they too will trail the field in "That's Life" and so the Rising Sun will begin to set. Ed).

TYRES

There are now many different sorts of tyre, some compatible with others and some not. Not only do we have crossplies and radials, but a number of different sorts of radial which are not inter-compatible. We have steel plies, rayon plies and polyester plies in different combinations between wall and tread and so on. Can anyone produce an article telling us what combinations are legal or definitely illegal, and how we can identify the different types? Not all of them have it clearly stated how the plies are distributed.

RBB

WELCOME TO NEW MEMBERS

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RALLY NOTICE BOARDApril 3rd, 4th & 5th

Southwest Classic Car Show, Exhibition Centre, Canons Road, Bristol, Avon. Well worth the visit if last years show is anything to go by.

May 10th

Visit to SS Great Britain. With a trip around the Bristol Docks then on to a local Stately Home. Notify interest to me by Monday 26th April.

Standard Motor Club Cotswold Rally. An Invitation for Flowers to join in a country run with lunch at an Inn and 'natter an noggin'. Contact Mr Peter Brown, Broadmeet Timber Yard, Woodchester, near Stroud, Gloucestershire for futher details.

May 17th

Troc. Social Gathering. An invitation to us as well as the Roadster Club and Standard Motor Club to attend an interesting day out at the Tramway Museum at Crich, Derbyshire at 11.30 am. They have yet to welcome a Flower at this event. Anyone interested should drop a line to Tom Robinson, Editor of the Globe, 20 Ferndale Road, Coal Astor, Sheffield, Yorkshire S18 6BT.

May 24th & 25th

East of England Motor Show. We are invited to enter our cars in this show organised for local charities at Lilford Hall. Details from J R Martin, 48 High Street, Harrington, Northamptonshire NN6 9NO. The previous seven shows have attracted in excess of 20,000 visitors and entry for the concours is free.

June 7th

The Yorkshire Thorobred Car Club Spring Rally. Temple Newsham House, Leeds, Yorkshire. Flowers welcome. Contact Alec Smith, 9 Celdine Drive, Salendine Nook, Huddersfield, West Yorkshire. Telephone 0484 659191. John Ford will be there with his Mayflower and would like support.

June 27th & 28th

Festival of Transport. At Wakefield Lodge Estate, near Towcester. Main features include a cavalcade arranged by the Historic and Commercial Vehicle Club on Saturday and a similar cavalcade organised by the Rolls Royce Association on Sunday. Anyone interested in participating should contact Mrs V E Lawrence, 82 Meadow View, Potterspury, Towcester, Northampton. Telephone Yardley Gobion 542589 as soon as possible as they would have liked to have details before this magazine was published but they are anxious to have as many different types of vehicles as possible.

July 4th & 5th

Standard National Rally. Again we have been invited to attend and participate in this rally at the Cotswold Wildlife Park, Burford, Oxfordshire. Details from Mr C Janes, 27 Leinster Terrace, London W2 3EP.

July 12th

Standard Northern Rally at Temple Newsham House, Leeds, West Yorkshire. This time an invite for you Northerners, so get in contact with Mr A Smith, 9 Celdine Drive, Salendine Nook, Huddersfield, West Yorkshire. Telephone 0484 659191. John Ford will be at this one as well. If he attends some of the other rallies as well he will clock up some fair mileage (Keep up the good work John).

July 19thThe Big One!

Our own National! Annual Rally held jointly with Troc. at Knebworth House, near Stevenage. On the proceeding Saturday night there is to be a joint 'get together' at a local hostelry. Anyone wishing to join in please contact Reg and let him know by March 31st so that a room of ample proportion can be booked and a price worked out.

August 31st

12th Merton Concours D'Elegance. At Morden Park, Morden, Surrey. Enquiries S.A.E to F W Jones, 96 Hartfield Road, Wimbledon, London SW19 3TF

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FROM YOUR SECRETARY

Now that 1981 is with us, the season of Rallies and Events will be coming along, so I would ask as many of you as possible to support the events put on for your benefit. We will have a stand at the South West Classic Car Show at the Exhibition Centre, Canons Road, Bristol, Avon (this is right in the centre of the city, near the Hippodrome Theatre), and would ask you to come along and visit the stand if you have an hour to spare, to sit in at the Information Table on our stand. These events are full of interest and many new friends can be made. Date to be held is 3rd, 4th and 5th of April.

The next thing I should remind you (although I expect Reg Varney our Registration Secretary will also be having something to say in his notes about the same project) that subscriptions for 1981 are due from the 1st of April. Confirming the agreement at the last A G M the subscriptions remain the same as last year - £5.00. With hindsight, now that postal charges have gone up again, we may find that at the next A G M that fees will have to be increased. So I would plead with you that when writing to any committee member on a subject that requires a reply, that you enclose an 11½p or 14p stamp.

Now all that is left for me to say is have a happy 1981 of Rallying and showing off your 'Flowers'. Pray for a good Summer so that the events that you decide to support may be enjoyed in glorious sunshine and make each one a Family Day Out.

Phil

Flower Hunt

Two Mayflowers have been spotted in a Barn on a Farm in Burridge near Southampton. Anybody know any details?

Separate Header Tanks

A colleague was telling me how his son is building a special and was in some difficulty because he was going to mount the radiator block lower (at its highest level) than the cylinder block. He thus intended to seal the radiator and connect to it a separate header tank further aft and seemed to think that Triumph Vitesse were done this way and could I give him the dimensions of the header. Unfortunately, my Vitesse is not rigged like this, although the top of the rad is a shade lower than the supposed upper extremity of the water jacket in the cylinder head it must rely on the pump to get the water up there. Someone (it doesn't look standard) has rigged a pipe from the overflow just under the rad filler cap (usual 4lb type) to a large water bottle and the rad never needs topping up. Still has anyone come across this separate header tank thing?

RBB

Bourton-On-The-Water

Does anyone know anything about the motor museum at Bourton-on-the-Water?
If so, why not organise a Club visit there this season?

Miss Wheelers Trophy

Come on ladies! I still haven't had any suggestions for the ladies trophy and time is passing by. Thinking caps on please.

Ed.

Lonely Florist

I received my first copy of Flower Power in the post yesterday and I am answering the plea for something to print. Up here in Doncaster, there is not a Mayflower to be seen apart from my own - my friends say 'Mayflower? Never heard of it!' Anyway, to get back to the point I would like to meet any members in this area or who might be passing through so that I can retain my sanity. At least all this proves the Flower is getting rare or rather it has in Doncaster! If any members would like to attend any of our local rallies I would be pleased to send details. One rally in particular I would recommend is the Traditional for Clubs Annual Rally at Busworth Hall - a local mansion converted into a Museum. So if you want details you know who to contact. In between all this I am Treasurer of the local branch of the Morris Minor Owners club (cries of 'poor misguided soul'). Yes I do own one of the original Noddy cars a '55 split screen model. So, if my Flower is not finished I may have to attend club rallies in my Minor!?!? To return to the point once again, if any other members would like to organise a Northern Meet will they please contact me at 10 Nutwell Close, Bessacarr, Doncaster, South Yorkshire DN4 7HR. Happy motoring.

Mark Elliott, Doncaster

Overkill

Have any members examples of 'overkill' on new road schemes? Despite the need for economies etc etc, I have noticed several which seem to my simple mind over-elaborate and expensive. For instance, quite near to home a very grand mini roundabout has appeared on the main A340, which has involved about a couple of hundred yards of new approach road, all because of a housing development. Another is on the main A4 just west of Reading where not one but two magnificent roundabouts have appeared, one by a new hypermarket and another by a housing and industrial estate, both within a hundred yards of each other. What looks like a really blatant example however is the new Sutton Sctney bypass now taking shape on the A34 between Newbury and Winchester

At the northern end it starts at Bullington at the end of a piece of dual carriageway of adequate standard which terminated in a fairly large roundabout where it crossed the A303. Judging by the huge mounds of chalk and the sweeps of embankment and the bridges taking shape there now it seems we are getting a fully fledged motorway standard flyover affair. Heaven only knows what they will do where it crosses the A30 a bit further on (I must have a look soon). South of Sutton Scotney there is evidence of the full motorway bit with huge scars on the chalk, bridges in the middle of nowhere (for farm access?) and where it mates with the Kings Worthy Link of the old Winchester Bypass the slip-roads are being remodelled to greater radii (they have been quite adequate for many years). None of this seems related to fuel crises and energy shortages, hard times and economy, or the fact that neither road at either end is anything like this standard (or likely to be in the foreseeable future). One gets the impression that it is all being done to Ministry of Transport standards which do not admit of our changed circumstances, to an unnecessarily high standard which we can no longer afford. I would be the first to agree that something was needed at Sutton Scotney (I have been caught in Bank Holiday traffic there on many occasions) but do we really need all the trimmings? The loss of prime farming must be astronomical!

RBB

Derelict Flower in the States

Attention all U S members! I have rescued the mortal remains of a 'Flower' from the clutches of a cubing machine. Now I must get it off of my property. Included are chassis, body shell, wheels, suspension, rear end, battered grille shell, steering gear and wheel and seats. Missing are engine, transmission and all glass - plus zillions of little things. This dude is rough. The body is fair. It will roll. Ideal to combine with very rotted but complete parts car. Price: \$50.00 - negotiable. You must haul. Or would anyone have an engine and L H D transmission to combine with this hulk so I could convince someone locally to restore it! All inquiries or suggestions welcomed! Contact Randy Mason, 23072 Beech Street, Dearborn, Michigan 48124, United States of America. Telephone 313 563 5824.

Randy Mason, Michigan, U S A

I Must Have Killed a Chinaman

This expression is used here in Australia when one has had a run of bad luck or something untoward happens. Don't ask me how the expression came about but it may have something to do with the thousands of Chinese that were allowed into Australia during the Gold Rush days. If readers have the patience to wade through my preamble I'm sure they will agree that the following sad tale qualifies handsomely.

In Australia we have a condition of employment called long service lead, whereby one is entitled to 13 weeks paid leave at the end of fifteen years

continuous service with one company. In the Public Service the qualifying period is ten years, lucky blighters. My first fifteen year period was due to end in January 1981 and my wife and I had planned a trip back home to the United Kingdom from which we emigrated in 1965. In March 1980 we endeavoured to get booked onto one of the cheap flights during 1981. Yes, that's right one has to book ahead twelve months to stand a chance of getting a cheap flight. perhaps I should explain about the cheap flights - they are called A P E X which stands for Advanced Purchase Excursions, there are all sorts of strings attached but a good sum of money can be saved if one is prepared to accept the conditions. The periods of travel are designated Off-peak, Shoulder and Peak, so obviously if one can travel both ways Off-peak that is the cheapest. However our holiday was to span seventeen weeks and we could not arrange Off-peak both ways without moving our departure date closer to Winter. We managed to get a booking for 14th March, just a few days from the 19th of March this being the end of the Off-peak period. We certainly did not want a flight after the 19th March, this being the Shoulder Period and meaning another \$183.00 (£91.00) each. Little did we realise the significance of this price barrier. Even if we had managed to book a flight on the 19th March, a seventeen week holiday would have meant a return flight date of 16th July. Perhaps some readers may have by now twigged the reason for this tale of woe. That's right, we missed out on the National Rally by one week. You can imagine my disappointment upon seeing the 19th July date in the Winter issue of Flower Power and just to rub salt in the wounds we will be staying with relatives in Stevenage, almost walking distance from Knebworth House. It is a cruel world. Of course I now realise it has all been a diabolical plot to prevent me attending the National Rally, the facts speak for themselves:-

1. Quantas for fixing such an unreasonable short Off-peak period.
2. My employers giving me only seventeen weeks holiday.
3. The organisers for not realising that the Rally should have been on the 5th July.

It must have taken a lot of planning and been quite an expensive get together, but it must be very satisfying to have made me so miserable - it couldn't just be coincidence surely? We hope to gain some recompense by attending some minor Mayflower Club events during our stay. The sight of a fully restored Mayflower is all that is needed to encourage commencement of work on our Mayflower which has been languishing in the garage for over two years now. It is beginning to look just as sad as I feel at missing out on the National Rally. To end on a more cheerful note, I will qualify for another period of long service leave after a further ten years service, therefore all you Pommies had better rally round the flag to make our club even stronger and ensure that the National Rally in 1991 is one that I cannot afford to miss.

Mike Scripps, New Norfolk, Australia

I am very sorry to hear of the death of Bob Train. I shall miss his commentaries on the P A Despite technical faults at the T R O C. He managed to look up to the TR8 (is this the only one in captivity Reg?). I feel I must make a contribution to the magazine, well I have had four name mentions in the last two mags. I see that Peter is reported as saying that spares

sales were down. Could this be due to the hard work you put in comprising a list of Part Numbers? I went into the local British Leyland dealer and he could supply from stock 95% of the items listed - there must be a saving here on post and packing alone. Some of the D I Y shops offer a discount. Brake Lining are still currantly being made and the clutch plate is a standard Hillman Hunter type. Do we need to keep these parts in stock when we can obtain them locally. Regarding the membership Reg, as an active member of the Vincent Velocette and B M W clubs the same thing happens within, there is simply nothing you can do as long as we get as you say forty one new members in twelve months. At least the club is being recommended. A good Mayflower commands a good price and as we all know the saying 'how much is it worth' and 'do you want to sell it'. Some of the Mayflowers I know of are being stored as an investment. Some have two or three engines as spares. I wonder how many are scrapped through unservicable blocks? I think the Hints and Tips page, a first class suggestion, as many of us would like to know how to stop the draught around the neck and substitute parts that are available from other sources. I am sorry that I couldn't make A G M due to commitments outside the U K. I wish to thank all the committee Reg, Phil etc for the way they have organised the annual and TROC Rally. Hope the job prospect has improved Phil. Someone helped me out with an engine for continental tour late this year - I wear them out honestly!

Barry Frary, Rotherham

Triumphs Down Under

1981 National Triumph Sports Owners Association Meeting, Adelaide - South Australia, June 6th - 12th 1981.

The National Meeting of members of the various State Triumph Sports Owners Associations in Australia, from the 6th to the 12th of June 1981. The Meeting marks the 21st year of operation of a Triumph Sports Owners Association (T S O A) in Australia, and is the first truly national meeting to be held in Adelaide. As a result, the South Australian T S O A is preparing the groundwork for a particularly special 1981 Australian National Meeting, and we wish to extend the warmest of invitations to your members to attend. Whilst we recognise that your members will need to tackle the significant problem, and expense, of long distance travel should they wish to attend, we nevertheless would like to take this opportunity to not only provide you with some information of the activities of your fellow Triumph enthusiasts, in Australia, but to also hopefully strengthen the ties which already exist between us. Although the programme is presently provisional only, the Meeting will involve two competition events (at Adelaide International Raceway and Mallala Motor Racetrack), and a number of social events. These will include dinners, trips to the world famous South Australian wine growing areas and to the Birdwood Motor Museum. Some free time has been set aside for private sight-seeing in Adelaide and South Australia during the week, and T S O A and S A members will be available to assist with sight-seeing both prior to and after the Meeting. A Concours d'Elegance may be held on Saturday 13th June. We will be pleased to provide you with further details concerning the week's activities shortly, as soon as the draft programme has been confirmed. Some accommodation during the week will be provided by South Australian members in private homes, however other details concerning motel and hotel accommodation will be forwarded

to any of your members who request it. Sponsorship of the Meeting by Leyland Australia and other of our major sponsors will help to keep the costs of the week's activities to a minimum. I would be most grateful if you would make this general information available to your members, and I would extend to any who might like to attend, an invitation to contact me so that I can provide them with the necessary additional information. We are confident that any who do attend will not only be made to feel most welcome, but will undoubtedly have a thoroughly enjoyable time.

Christopher Barnes, Secretary, 1981 T S O A Meeting Committee, Australia

Water Pump

I recently had difficulty in purchasing a new water pump for my 'Flower because most manufacturers now supply the pulley and pump as one unit. However, I am pleased to say that a pump identical to that originally fitted is manufactured by Whiteley (Rishworth) Limited, Slitheroe Works, Halifax, Yorkshire, telephone - Rippenden 3261/2/3, which is part number WK 87 and sold as being suitable for Standard 8/10 mp 1953 - 59, Atlas Van 1958 - 65, Triumph Herald, Spitfire, Vitesse, 2000, 1300, TR5 and GT6!! May be other Mayflower owners would be interested in this news and possibly a 'phone call from the club would persuade Whiteleys not to follow the trend of the other manufacturers.

Paul Cox, Southport

FOR SALE

Flowers

1952 - Reg number NEC 498 Mot'd to September 1981, 48 miles since engine rebuild. Owner returning to U S A so enquiries to Murray of Stratford St Andrew Limited, Saxmundham, Suffolk 1PI 1LF Telephone 0728 2516 £750 - £1000

1953 - Jade Green, second owner, little rust and chrome good, numerous spares a new battery and exhaust are required £300.00 ono, contact: F Petley, Greenbanks, Chestnut Street, Maidstone Road, Sittingbourne, Kent ME9 8DB telephone Sittingbourne 842795

1952 - Reg number SFC 404. In running order, some body repairs needed. No M O T. Front suspension newly rebuilt. 4 redonable tyres. Spare engine and steering, complete set of new engine gaskets. Original reg book and handbook. £75.00 but no offer. From a club member rejected out of hand. Contact Rod Job, 14 Park Lane, Salisbury, Wiltshire SP1 3NP telephone Sals. 6907

1953 - Reg RHT 168, Grey, not running, minus distributor and head gasket blown. Good restorable vehicle. £100.00 ONO. Contact Neil Baker, 133 Summerhill Road, St George, Bristol, Avon BS5 8JZ tel 0272 558744

1952 - in excellent condition, coach painted dark blue bodywork, read leather seats and metallic grey interior. Spare engine, gearboxes, rear axles, steering parts and most parts duplicated and body shell. £1000.00 ONO. Contact M Goodwin, 9 Spencer Road, Buxton, Derbyshire tel 0298 2181.

'Flower minus engine, petrol tank and dashboard otherwise not in 'bad nick'. Contact S Prophet, 4 Woodside Flats, The Belyars, St Ives, Cornwall.

Almost new Rover 2000 Gearbox manual type. Brake servo, carb and manifold for Mayflower. Contact Barry Frary, 6 St Albans Way, Wickersley, Rotherham, Yorkshire

Ferguson table model all valve radiogram. Mullard valves, three wavebands, play standard and L P records. Walnut cabinet in perfect working order. Collectors item £30.00 ONO buyer collects. Contact P J Hall, 75 Morley Road, Staplehill, Bristol, Avon BS16 4QY

'Flower Doors 1 n/s and 1 o/s. Complete with glass. Slight rust in bottoms. £15.00 the pair. Contact Mr S Browning, Little Springs, Church Street, Loose, Maidstone, Kent

Wanted

Mayflower engine suitable reconditioning with/without head. Also sump conversion gasket set or hints on making one. Has anyone an old clemotor for fitting on bicycle 1950ish. Contact Barry Frary, 5 St Albans Way, Wickersley, Rotherham, Yorkshire.

Parts book for Mayflowers. Contact John Ford, 21 Kingsley Avenue, Birkenshaw, Bradford, West Yorkshire BD11 2NQ tel 0274 876695

Services Offered to Club Members

Insurance

Clarkson Head Harris Limited, Scala House, Holloway Circus, Birmingham, West Midlands B1 1EN - three schemes are offered giving cover on a agreed value basis at special flat rate premiums which truly reflect limited mileage.

Vehicle Breakdown or Transport

Bob Horne, Holly Park Garage, 1a Holly Park Road, London N11 3HA tel 01 368 4691. 20% discount offered to club members

Technical Drawings & Design of Parts

Stratos Developments, 1 Yardley Road, Olney, Buckinghamshire MK46 5DX

Engineering Services

Blydenstein Limited, Station Works, Shepreth, near Royston, Hertfordshire SG8 6PZ

Aluminium & Non-Ferrous Founders

Aucott Brothers, 21 Thames Street, Leicester, Leicestershire tel 0533 537484. Casting one offs in aluminium a speciality.

Machining Rectification Service

Redfern Stevens Limited, 43/45 Meriden Street, Birmingham, West Midlands B5 5LZ tel 021 643 6747. Their service includes Machining of Drums, Discs, Pads, straightening and refurbishing bumpers. Engine Machining, Transmission and general engineering.

NB: Members must remember to quote their membership number and club name when dealing with these firms.

'STOP PRESS...'

VACANCY....URGENT

Our worthy Secretary, Phil Hall, has been advised to refrain from any activity which is likely to engender stress (and what could be more so than the Sec's job!) and hence he reluctantly feels he ought to give up this post. Although he is prepared to carry on until the AGM (October) I think we owe it to him to relieve him of this responsibility as soon as we possibly can.

I therefore ask anyone who may feel like taking this job on to write to me immediately at 'Pinnocks', New Road, Tadley; Basingstoke, Hants.

Roy Bussell
Chairman.

S P A R E S N E W S

1. NEW SPARES

All orders for (and enquiries about) new parts should be addressed to Terry Mills the Club's new Spares Secretary, whose address is:

T. C. Mills, Esq.,
Spares Secretary,
Triumph Mayflower Club,
33 Woodside Road,
Kingswood,
BRISTOL,
BS15 2DG,
England.

Telephone:
Bristol (0272) 675444

Evenings and
Weekends.

U.K. Members please send
S.A.E. with enquiries.

Ordering procedure, conditions of sale and banking arrangements are unchanged; for full details please refer to New Parts Price List dated June 1980.

2. SECONDHAND SPARES

All enquiries about secondhand parts should be addressed to Frank Lane, who now holds the Club's stocks, and whose address is:

F. C. Lane, Esq.,
Vice Chairman,
Triumph Mayflower Club,
7 Grosvenor Terrace,
WANTAGE,
Oxfordshire,
OX12 9DL,
England.

Telephone:
Wantage (023 57) 67234

Evenings and
Weekends.

U.K. Members please send
S.A.E. with enquiries.

Frank has only recently taken over the secondhand spares, which were completely uncatalogued, and which are stored in a garage some distance from his house, so please bear these facts in mind when making enquiries of him.

3. A MESSAGE FROM PETER BURDGE, THE RETIRING SPARES SECRETARY

First may I thank Terry Mills and Frank Lane for relieving me of the burden of the Spares Secretaryship; Terry began the Club's Spares Dept. in 1974 and therefore knows a good deal about it. The secondhand spares were never properly organised while I was Spares Sec. and it is encouraging to think that Frank will now be sorting them out and thereby adding to the service which the Club provides.

There are some skeletons in my cupboard - matters neglected by me for so long that I would find it embarrassing to hand them over to my successors without having sorted them out first. This I now hope to do. Members who, at the time of writing, are entitled to expect some action from me (whether in the form of paperwork or in the provision of parts) are Messrs Phil Carroll, Hugh Jockel, Manfred Schulz and Walter Wolentarski. If there are any other members who expect either information or action from me, will they please contact me.

Finally, thank you all (or at least most of you!) for being so patient and good-humoured in your dealings with me over the last three years; I enjoyed corresponding with so many British and overseas pen-friends and I rarely had a day without at least one letter. I still hope to contribute to the Spares side of the Club's activities, both by continuing with the Spares Cross-Reference List (still a long way from completion) and by taking part in the rubber manufacturing scheme (the rubbers are now being made and a price list and order form will definitely be in the next issue). As Treasurer I will soon start chasing up those of you who have not paid your £10.00 spares loan.

CONSULTATION PAPER

"CHERISHED NUMBERS"

INTRODUCTION

1. More and more motorists are becoming interested in keeping or obtaining particular registration numbers. These are sometimes called "cherished numbers". The purpose of this consultation paper is to obtain the views of the public and interested bodies on ways to make it easier for motorists to do this.
2. At the moment anyone acquiring an attractive number for the first time, or transferring one to another car, has to comply with a set of rules. These were originally drawn up with the purpose of avoiding illegal transactions and to prevent the record from being confused; in practice, they have proved extremely tortuous and have involved the public in considerable difficulty.
3. The Secretary of State for Transport sees no reason why motorists who prefer to keep particular numbers for their vehicles should not do so as long as the registration records remain clear and a fee is paid for the service. He believes that the present rules are unnecessarily complicated and inconvenient and he would like to offer a simpler service.

ENDING THE VALIDITY OF OLD "LOG BOOKS"

4. As a first step towards simplifying the rules all the registration numbers still in use should be properly entered on the computer record at the Driver and Vehicle Licensing Centre (DVLC) Swansea. The vast majority already are on the record. It has the details of all those vehicles, over 26 million, which have been issued with new style, blue and white registration documents (with the number V5 in the top right hand corner). However, there are still some vehicles which have not yet been taken on to DVLC's records. Mostly these will be old vehicles which have been off the road for three years or more but have not been destroyed. The details of these vehicles can usually only be confirmed by the old style, green cardboard registration documents, often called "log books".

5. In order to establish their entitlement to a particular number, many owners of such vehicles have voluntarily put the registration details on the DVLC record. But some have not and up to now it has been possible to revive an old number by producing a vehicle to which it may once have belonged. If the record were complete it would be possible for the Secretary of State to consider re-issuing old registration marks which people would like to acquire. This is not possible now since the mark may still exist on a car in someone's garage.

6. The Secretary of State proposes, therefore, to end the process of transferring vehicle registration records to the DVLC computer under old registration numbers. Anyone who wanted to keep the old number of a vehicle which was not recorded at Swansea would need to take, or send the old green "log book" to a Local Vehicle Licensing Office before a set date. This would need to be done for any vehicle, even if it was in a museum, laid up or being restored. Vehicles do not have to be in a roadworthy condition before the records can be registered at DVLC. People wanting to keep their old "log books" for historical or sentimental reasons would have them returned by DVLC on request.

7. Subject to the outcome of this consultation a final date would be set allowing a period of 3 months to give people who have not already done so, a last chance to retain their old registration numbers by registering their vehicles at DVLC. As at present, evidence that the vehicle still existed and that the number claimed was appropriate would be needed.

8. After the end of the 3 month period anyone wanting to use on the road a vehicle which was not recorded at DVLC would have to re-register it under a replacement number. Unless there were exceptional reasons, vehicles would then lose entitlement to their original number.

POSSIBLE CHANGES TO THE TRANSFER RULES

9. Once it becomes possible to check from the computer record what registration numbers are already in use it will be possible to sweep away many of the existing bureaucratic rules and replace them with a simple guide.

Transfers between different owners

10. For the public the most difficult of all the current requirements is that when a number is transferred both of the vehicles involved must be registered in the name of the same "keeper" (or owner). In most cases this means that anyone buying a new car and wishing to keep the registration number from his old one has to own both cars until the transfer of the number can be arranged. If this rule were removed straightforward transfers could be allowed between different vehicles, irrespective of who owned them. This would help people acquiring interesting numbers for the first time and those changing their car but wanting to keep the same number. The Secretary of State proposes to abolish this rule.

Transfers between different kinds of vehicles

11. At present transfers are not allowed from cars on to motor cycles, or between certain other vehicle taxation classes. There seems to be little purpose in this rule. The Secretary of State therefore proposes to end it.

Stolen vehicles

12. Under the present rules people whose cars are stolen lose entitlement to their numbers. Confusion would be caused if the number of a stolen car reappeared on a new one soon after the theft, but it seems harsh to insist that marks from stolen cars should be lost for ever. The Secretary of State therefore would like to re-issue these marks if the vehicles are not recovered after a period of time. The waiting period should be long enough to prevent confusion with records of stolen vehicles, but no longer.

The three-month rule

13. A vehicle has to be registered in one person's name for more than 3 months before he can have its number transferred to another vehicle. This rule is probably unnecessary in the way it is operated at present, but it is important to ensure that once a mark has been transferred, it is not transferred again until Departmental and police records have been brought up to date. The Secretary of State

believes that the best way to achieve this would be to impose a temporary limit on re-transferring a mark for a short time - and 3 months still seems the best interval - after it is transferred. This should not cause difficulties to the ordinary motorist and should prevent vehicle records from becoming confused.

Licensing "period of grace"

14. The present rule that both vehicles involved in a transfer have to be licensed can cause difficulties when one of the vehicles is damaged in an accident or fails the MOT test. Entitlement to a particular mark should not be affected by uncertainties of this kind. The Secretary of State therefore proposes to allow a period of grace after the expiry of a licence during which a transfer can still take place.

Vehicle inspection

15. At present all vehicles from which numbers are being transferred have to be physically inspected by Departmental officials or the police. Inspections are made to ensure that the vehicles involved really exist, that they are not stolen vehicles masquerading under a different number, and that the transfer is not taking place against the will of their owners. To end inspections completely would open the door to considerable fraud. But they are very often inconvenient for the public as well as diverting police or civil service manpower. Because of this the Secretary of State proposes to relax the requirement for inspection in cases where there is little possibility of abuse - for example when a vehicle from which a number is being taken has been licensed and registered by the same person for more than a year. This would reduce the need for inspections by 70% to 80% and would give an improved service to most ordinary motorists with cherished numbers.

"Off-the-peg" marks

16. The law does not allow numbers to be retained separately from vehicles. This means that motorists may encounter difficulties through having to keep their old car until they have a new one on to which they can transfer their cherished number. A new scheme which

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allowed marks to be retained, for a short period, off a car in return for a special charge would require legislation. Because of this it cannot be introduced at once but an "off-the-peg" scheme appears to be a desirable feature of an improved transfer service. The Secretary of State is prepared to consider a change of this kind when legislative time is available if there is demand for it.

17. Changing the rules in these ways would make it easier for people with cherished numbers to retain them, and would help those wanting to obtain one for the first time to acquire, by agreement, a number already used on someone else's vehicle. In addition to this there will be many attractive old numbers no longer in existence. The Secretary of State has no firm plans to reallocate these marks. But he is open to suggestions on whether re-issuing old marks, or even selling them, would be a good idea.

CONSULTATION

18. Before coming to decisions on the proposed changes the Secretary of State wishes to study the views of the public and all interested bodies on the present transfer system and how it might be improved.

19. Comments on the possible changes outlined in this paper, and any further suggestions, should be sent to:-

R D Bayly
Cherished Numbers
D9/10
Driver and Vehicle Licensing Centre
Longview Road
SWANSEA SA6 7JL

by 31 MAY 1981

TRIUMPH MAYFLOWER CLUB

AMENDMENTS TO NEW PARTS PRICE LIST

MARCH 1981

NOTE: This amendment sheet should be attached to and read in conjunction with the New Parts Price List dated June 1980 and issued with "Flower Power" No. 21.

DESCRIPTION	Q	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ p
<u>ADDITIONAL ITEMS IN STOCK</u>				
Engine: valve, inlet	4	100363	James 1933	1.25
Engine: chainwheel, camshaft	1	35960		14.85
Engine: locking plate, chainwheel	1	36411		.10
Engine: chainwheel, crankshaft	1	100431		10.00
Engine: oil deflector, crankshaft	1	104477		.45
Engine: filling-piece, cylinder block	4	36234		.25
Fr. Susp: 'D' washer, front hub	2	102690		.08
Fr. Susp: grease cap, front hub	2	102689		.95
Body: gasket, fuel gauge tank unit	1	110777		.20
<u>PRICE ANNOUNCEMENTS AND INCREASES</u>				
Engine: piston ring set (3-ring)	1		Cords 30	11.00
Engine: piston ring set (4-ring)	1		Cords 30R	14.50
Brakes: master cylinder assembly	1	300868	Lockheed 31232	21.00
Brakes: repair kit, master cylinder	1	500900	Lockheed KL71408	2.75
Brakes: cup, wheel cylinder	4	59253	Lockheed 586	.22
Brakes: bleeder screw	2	59248	Lockheed 21995	.38
Brakes: wheel cyl. assy. (RH only)	2	201098	Lockheed 35000	7.00
Brakes: wheel cyl. assy. (LH only)	2	201099	Lockheed 35001	7.00
Brakes: bleeder screw	2	102001	Lockheed 28696	.38
Brakes: repair kit, rear (early type)	2	500901	Lockheed KL71469	2.50
Brakes: repair kit, rear (later type)	2		Lockheed KL71506	2.50
Brakes: pull-off spring	6	101825	Lockheed 21814	.38
Fr. Susp: rebushing kit	1		TMC 5	21.00
Fr. Susp: rubber bushes, per 8	1	102226		2.65
Fr. Susp: bronze bushes, per 4	1	101615		6.20
Fr. Susp: thrust washers, per 8	1	101533		2.95
Fr. Susp: lock washers, per 4	1	101591		2.95
Fr. Susp: dust seals - per 16	1	101540	Leyland 115702	1.65
Fr. Susp: shock absorbers, per pair	1	101651		30.00
Fr. Susp: oil seal, idler arm	1	58615		.35
<u>ITEMS NO LONGER AVAILABLE</u>				
Carburettor: complete assembly	1	201209	Solex 30 FAIO-2	-
Clutch: facing package	1	500262	Ferodo B6/W0/2	-
Fr. Susp: gaiter for ball joint	6	100726		-